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J. J. Horigan Discusses Future Of The Company

Says Lago Must Seek "Competitive Business"

Lago's future outlook was the subject of an address given by President J. J. Horigan before some 600 guests at the annual Supervisors' Party June 26 at the Aruba Golf Club. The president of the world's largest operating refinery told the supervisors that Lago's basic load has shrunk, but by keeping costs low and picking up competitive business "we can continue operating at or near capacity."

Mr. Horigan explained why the basic load has shrunk. "Before the war," he said, "we had assured markets in Europe and Latin America. These provided us with a large basic load on which to operate."

He explained that because of the growth of oil production around the world, Lago has lost some of its assured marketing areas. Mr. Horigan stated that many of these countries are taking advantage of their low labor rates and are building refineries.

Not only do these countries benefit from this wage advantage, but by producing in their own country they realize benefits in currency exchange. Referring to an article in "Time" magazine, Mr. Horigan pointed out the low industrial wages in Europe such as \$35 in France, \$38½ in Germany and \$47 in England as compared to Lago's average hourly wage of \$1.03 plus.

He went on to say, however, that oil consumption is rising. He told the group that of the general increase world-wide at present, Esso affiliates figure in the increase to about 100,000 barrels a day. This increased demand is in the competitive market — "the market Lago must go after to continue operating at or near capacity."

"We are in a good position to pick



LAGO President J. J. Horigan speaking at the second annual Supervisors' Party.

LAGO Presidente J. J. Horigan ta papia na e segundo Fiesta Anual pa Supervisornan.

up this additional business," he said. He pointed out that Lago has a good geographic position, a high throughput which keeps unit costs down and low depreciation based on Lago's depression-era construction when prices were low.

Mr. Horigan also told the group that as far as labor costs are concerned, however, Lago is not so well off. Following up this point, he stated that many of Lago's competitors employ six or seven men per thousand barrels of capacity while Lago employs 15 despite a longer work week and higher throughput.

Mr. Horigan informed the supervisors that one-third of the Lago employee body is employed in such businesses as the commissary, housing, laundry, dining halls and clubs. He

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Supervisor a Tende Horigan Papia di Futuro

Prospektiva futuro di Lago tabata topiko di un discurso teni door di Presidente J. J. Horigan di Lago Oil & Transport Co., Ltd., pa mas of menos 500 invitado na Supervisors' Party anual Juni 26 na Aruba Golf Club. E presidente di e refinaria mas grandi cu ta opera na mundo a bisa e supervisornan cu Lago su negoshi a baha, pero cu door di tene costo abao y haciendo competitivo "nos por sigui opera na of cerca di plena capacidad."

Sr. Horigan a splica pakiko negoshi a bai abax. "Promer cu guerra," el a bisa, "nos tabatin mercado segun na Europa y America del Sur. Esaki tabata duna nos un area grandi pa opera."

El a splica cu pa motibo di produccion di azeta bon di mundo, Lago a perde algun di su mercadonan asegurado. Sr. Horigan a bisa cu hopi di e paisnan aki ta tuma ventaha di nan sueldonan abao di trabao y ta trahando refinaria.

No solamente e paisnan aki tin beneficio di e sueldonan abao, pero door di produci den nan mes lugarnan ta realiza beneficio den nan moneda estranhero. Referiendo na un articulo den "Time", Sr. Horigan a splica cu e sueldonan industrial abao na Europa, por ehemplo \$35 na Francia, \$38½ na Alemania y \$47 na Inglaterra manera nan ta compara cu sueldo promedio pa ora na Lago loke awor ta poco mas cu \$1.03.

Sinembargo, el a bisa tambe cu consumpcion di azeta ta subiendo. El a conta e grupo cu di e aumento general den tur parti di mundo cu ta tuma lugar awor, afiliadonan di Esso ta participa den e aumento na un cantidad di mas of menos 100,000 barril pa dia. E demanda aumentante aki ta den mercado competitivo — "e mercado cu Lago mester persigui pa sigui opera na of cerca di plena capacidad."

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Bareno And Kock Are Awarded LVS 1954 Scholarships



Loreto Kock



Hendrik P. Bareno

Hendrik P. Bareno and Loreto Kock were named last night by President J. J. Horigan as the recipients of the 1954 scholarships that will take them to Allentown High School in Pennsylvania for one all-expenses-paid year of study.

The two 18-year old Aruban youths were awarded the scholarships at the 12th Lago Vocational School graduation on the basis of scholastic ability, personality and the high degree of promise both boys show for the future.

In the ceremonies held last night, 82 other Lago Vocational School students capped four years of study and practice by receiving their diplomas before an audience of family members, friends and Lago executives.

Hendrik, who was born in Aruba July 21, 1936, completed the sixth class at Piedra Plat School before entering the vocational school in 1950. Well-liked by his instructors and fellow students, Hendrik has been especially adept at mathematics.

Loreto, who was also born in Aruba in 1936, but on July 7, came to the vocational school from St. Dominicus College where he completed the seventh grade. Well thought of on the job and in class, Loreto has been active in sports, especially baseball, in addition to maintaining a high standing in his studies.

Both boys will leave for Allentown the latter part of next month to begin what is sure to be an eventful year. At Allentown they will be following in the footsteps of 10 other LVS graduates who have preceded them during the last five years.

Principle speaker at the graduation exercises last night was Netherlands Antilles Assistant Inspector of Education G. Kok, who is acting head of Aruba's school system. Mr. Kok spoke on the future of education in the Antilles and told the graduates of the necessity of training to equip themselves for work anywhere in the world.

Following an address of welcome by Scholarship Winner Kock and the introduction of guests, J. V. Friel, program chairman and manager of Lago's Industrial Relations Department, welcomed the group and commented on "the unique accomplishments" of the Class of 1950.

While noting that the graduates had gone further into such subjects as geometry, algebra, and trigonometry than any previous LVS class, they were entering a world in which the demand for increased training has made secondary education almost required.

Music was an important highlight of the program, with the precessional played by the Lago Community Band and songs by the Lago Vocational School Glee Club under the direction of Mrs. G. N. Owen. Three of the glee club's selections were "Ten Little Indians," "Himno di Aruba," and "Aruba Dushi."

Following Mr. Kok's address, Mr. Friel introduced graduate apprentices who began their vocational school training in 1940, after which one of the members of that class, A. Kock, delivered a brief message to the assemblage.

Fabian Francis, instructor in English at the vocational school, presented the graduating class for the awarding of diplomas by General Superintendent F. E. Griffin.

After announcement of the scholarship winners and a brief address by Mr. Horigan, Percy Brunings, a member of the graduating class, delivered the farewell address.

Ceremonies closed with the singing of the Wilhelmus by the glee club and a recessional march by the Lago Community Band.

DR's Elected; Start 2-Year Term July 1

Thirty-seven men, elected by Lago's staff and regular employees, took up their duties as district representatives July 1. They will serve as representatives for employees in 33 districts through June, 1956.

Tie votes in District 10 forced a run-off representative election; tie votes in Districts 29 and 32 forced a run-off alternate representative election. Both were scheduled for this week.

Elected representatives during the voting June 17, 18 and 19 were:

District 1, A. C. Peterson and A. A. Marval; District 2, F. Maduro and V. Figaroa; District 3, I. Ras; District 4, M. Angela; District 5, E. A. Carti and A. Lampe; District 6, L. B. Olive and M. Kemp; District 7, E. D. Tromp.

District 8, J. P. Wever; District 9, D. E. Marcell; District 11, H. Sukhdeo; District 12, J. H. Lake; District 13, A. Bishop; District 14, J. W. Thompson; District 15, A. C. Johnson; District 16, A. de Robles; District 17, J. Boom; District 18, F. E. Romney; District 19, A. B. Semerel; District 20, R. F. Vlaun.

District 21, S. Lacle; District 22, N. Croes; District 23, J. E. Romney; District 24, F. O. Thomson; District 25, R. Luydens; District 26, J. Tromp; District 27, E. Fung-A-Fat; District 28, H. Narain; District 29, I. Ras; District 30, H. C. Massdammella, A. Tarr; District 31, S. Malmberg; District 32, C. I. Tromp and District 33, B. J. Jones.

Over 100 Boys Rewarded

Vocational School Has 1st 'Honors Day'



HONORS DAY at the Lago Vocational School brought (left to right) J. Donata, J. Arends, A. Rasmijn, J. Monsanto, H. Thomsom, S. Feliciano and C. Richardson to the stage to receive inscribed keys from Instructor Glenroy E. S. Straughn. Over 100 boys got awards.

The Lago Vocational School rewarded over 100 students for participation in various school and extra-curricular activities at its first annual "Honors Day" June 24.

Inscribed brass keys, shop tools and books were handed out at ceremonies conducted in the school's Noon-Hour Area. J. V. Friel, Industrial Relations manager, was the principal speaker.

The awards went to basketball players, volleyball players, outstanding athletes, safety monitors, student council members, school newspaper staff members, housekeepers, members of the Glee Club, shop craftsmen, 'suggestion box' contributors and the school's crack spellers.

Seven varsity and nine junior-varsity basketball players received brass keys as did 10 varsity and 10 junior-varsity volleyball players who represented the school in leagues sponsored by the Aruba School Athletic Association.

Six boys were named by fellow class-members as the outstanding athletes of the school year. Third-

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Lago Vocational School A Tene 1o "Dia di Honor"

Lago Vocational School a duna premio na mas cu 100 estudiante pa participacion den e varios actividadnan di school na ocasion di su promer "Dia di Honor" celebrá Juni 24.

Yabi di koper inscribi, herment y buki a worde presentá durante e ceremonianan den e veld unda e studiantenan ta tene actividadnan di merdia. J. V. Friel, gerente di Relaciones Industrial, tabata e orador principal.

E premionan a bai pa hungadornan di basketball, di volleyball, atletanan sobresaliente, monitornan di seguridad, miembronan di consejo di studiantenan, miembronan di redaccion di corant di e school, tenebornan di orden, miembronan di Glee Club, artesnanan, contribudornan na 'caha di sugerencia' y e studiantenan mas sobresaliente den spelmento.

Un total di diez-seis hungador di basketball a recibi yabi di koper y tambe binti hungador di volleyball cu a representa e school den e competicion haw auspicio di Aruba School Association.

Seis mucha homber a worde nombrá door di companjeronan di klas como atletanan sobresaliente di e anja escolar. Studiantenan di tres anja a eligi Bernard Geerman y Carl Lejuez; studiantenan di segunda anja a eligi Caspar Boekhoudt y Alfonso Steenen; studiantenan di promer anja a eligi Mario Hanson y Rafael Croes.

Diez-nuebe mucha homber cu a sirbi como monitor di seguridad den e programa na school tambe a recibi como regalo yabi di koper, y tambe 12 miembro di Consejo Estudiantil, 12 miembro di redaccion di e corant di school, 12 mucha homber encargá cu percuracion domestico na school y 40 miembro di Glee Club.

Hermentnan di corta palo a worde regalá na e tres studiantenan di promer anja escogi pa trabao sobresaliente. Nan tabata Hendrik Leo, Constancio Gomez y Mariano Croes. Esnan cu a haya mencio honorable pa nan trabao tabata Juan v/d Linden, Cecilio Ras y Francisco v/d Linden.

E school cu no ta participa den programa di 'Coin Your Ideas' tin un 'caha di sugerencia.' Addison Harms y Regino Tromp a recibi buki como regalo pa e sugerencianan cu nan a manda aden y cu a worde huzgá di mehor di henter e anja escolar.

Ganadornan di e concurso di spelmento di Ingles pa e segunda semester a recibi un diccionario como premio. Di e 450 palahra cu nan mester a spel, Rosendo Geerman a sali promer cu 448 bon; Betrand de Cuba segunda cu 445 y Cecilio Ras tabata di tres cu 442.

Carl Lejuez, presidente di Consejo Estudiantil, y Caspar Boekhoudt a parti honor pa e cantidad mas grandi di premio cu cinco cada uno.



FELLOW Utility Division employees chipped in last month to present Paul M. Walker (center) with a gift in honor of his retirement after almost a quarter-century of service with Lago.

COMPANJERONAN di trabao den Utilities Division a contribui hunto luna pasá pa presenta Paul M. Walker (centro) un regalo en honor di su retiro despues di casi un cuarto siglo di servicio cu Lago.

Future of Lago

(Continued from page 1)

indicated that some of Lago's principal competitors are not burdened with these side lines. Mr. Horigan stated that wages in the petroleum industry are always higher than in other businesses.

"This difference in wages," he continued, "is especially high in Aruba and by turning over the jobs to others, we will save a large percentage of this and place ourselves in a better competitive position."

About Lago's side lines, Mr. Horigan assured the group that "as long as present conditions remain unchanged Lago will continue to run the hospital." He told of plans to shrink the size of Lago Colony as Lago's nationalization program makes it more unnecessary to bring in foreign staff employees.

He mentioned that the only definite plans concerned Lago Heights. His final remark on side line business was: "As to the other side lines we are in, we have no definite plans, but they seem easier of solution than the hospital and Lago Colony."

Mr. Horigan closed his address by complimenting the oil men of Lago, stating that he felt sure, judging from past experience, the old 'pros' who successfully handled all Lago's assignments before will meet whatever problems the future might hold and get the job done and done well regardless of its complications.

Following the dinner and entertainment which include an orchestra, boxing bouts and a dancer, the evening was brought to a close with remarks by General Superintendent Frank E. Griffin. Speaking of the supervisors' job, he told the men they form a team that through competent leadership can successfully meet any challenge that might arise.

Paul M. Walker Retires Oct. 1

Paul M. Walker will end almost a quarter-century of service with Lago Oct. 1 when he retires as Fire Equipment Maintenance foreman. He was first employed in 1929 as a pipe-fitter first class.

He has also served as Pipe Shop subforeman, Salvage Yard foreman and Fire Maintenance foreman. He will return to the United States.

Forty-two Countries in 14 Years

Esso Man Girdles Globe Fueling Planes

Care to travel? Then the exploits of a man whose particular talents have taken him across four continents in the past 14 years should stir envious thoughts. The gentleman whose suitcase, passport and airplane ticket form the badge of his wandering office is Joseph P. DeKens.

As field service representative of Esso Export Corporation's Technical Department, Mr. DeKens goes wherever an aircraft refueling expert is needed — be it Europe, Africa, North America or South America.

So that planes may be quickly and efficiently fueled at installations pumping Esso, Mr. DeKens keeps close surveillance over their operations. In maintaining this supervision, his route has covered 42 countries and has taken him from burning desert areas where temperatures range around 135 degrees Fahrenheit to sub-zero weather in war-torn, coal-short Berlin, Germany.

It wasn't always globe-trotting, however. Mr. DeKens was first employed as a mechanic with Socony Vacuum. As a mechanic he learned the intricacies of fueling installations and their proper maintenance. His experience in refueling led him to his first assignment "on the road."

It was July, 1942. The war was raging and the Allied war machine needed supplies. High on the list of urgent needs was aviation gasoline. Mr. DeKens was assigned to Africa to set up supply lines and refueling installations in Liberia, the Gold Coast and Nigeria. His first stop was Marshall, Liberia, but not until he had made a nerve-tingling trip across the Atlantic that involved dodging German submarines intent upon sending their torpedoes into Allied ships.

At Marshall he assisted in laying out supply lines for Roberts Field. His next stop was Accra, Gold Coast, where he arranged to bring in aviation gasoline from Tankarodi, also in the Gold Coast, and the only pre-war bulk plant location in the area. Accra was headquarters of the Middle East Air Wing.

From Accra his African journey took him to Lagos, Nigeria. Here he set up supply lines to Bukuru and Kano. At Kano he supervised the establishment of bulk storage facilities and at Bukuru he put into effect an around-the-clock convoy of tank trucks that fed one of the most important airfields in the area.

Madugari

Located some 378 miles inland from Bukuru was Madugari. Here the Allies set up an airfield which was the last stop on the west coast of Africa. It was vital that this field have sufficient oil and gasoline for planes making Madugari their final port of call before the long flight across the desert. Working with 20 trucks each capable of carrying 1800 gallons, Mr. DeKens had convoys of 10 on the road between Bukuru and Madugari at all times.

The round trip took three days. Driving at night to avoid as much heat as possible, the drivers bounced along the oil-packed trail cut through heavy jungle to the "half-way house." Here they rested briefly and set out for the remainder of the trip. Going or coming, they followed the same procedure of driving half-way, resting, and then continuing.

The drivers and those who worked at the Madugari airfield were all members of the Hausa, Falamu and Pagan tribes. The convoy drivers — all natives trained by Mr. DeKens and his assistants — proved to be good, dependable drivers.

"In fact, they got more uses out of those trucks than the manufacturer ever thought possible," mused Mr. DeKens. "One of the their favorite tricks was to tie chickens on the crankshaft. The heat of the motor plus the high temperatures of the area gave the driver a perfectly well



SUITCASE in hand, passport and airplane ticket ready and Joseph P. DeKens, field service representative of Esso Export Corporation's Technical Department, is ready for another trip in his well-travelled life.

roasted chicken. But, oh what a mess those chicken feathers made of the motor!"

Chuckling to himself, Mr. DeKens continued, "Another time one of our drivers spotted a leopard and raced the truck into the jungle after him. Oddly enough, the cat turned into the truck and the driver ran over him — a rather novel way of killing animals in the jungles of Africa."

Never-the-less, Mr. DeKens and his crew kept the airfields supplied with gasoline. Between the Karno and Madugari airfields, over five million gallons were pumped a month. Aruba's Dakota airport pumps an average of 60,000 a month.

High Temperatures

It was in the Madugari locale that Mr. DeKens experienced temperatures up to 135. At night it dropped off to about 95. "Although the night time temperatures seem high, those of us in that area felt cold at night and wore jackets. It was just a matter of our bodies being so overheated during the day, that a drop of over 30 degrees made us run for warmth." And if it wasn't the heat he had to contend with, it was sand storms or rains. The Hamatan season hits the Madugari area in October, November and December, and with it comes cutting sand storms. The rains run from April to September. "They always started April 15. When it started to rain, you knew exactly what date it was without fail," he said.

It wasn't always intense heat that confronted Mr. DeKens. For in 1946 following the war and a short stay at home, he found himself in Berlin, Germany, aiding airport supervisors to reorganize their installations. That winter he found himself trying to escape the biting cold in sub-zero, coal-short, war-torn Germany.

Nine months after his July, 1946 entry into Germany, he was appointed aviation coordinator for all of Germany. This appointment came a few months before he was engaged in the biggest task ever encountered during his career — the refueling of planes flying the Berlin air lift.

Berlin Air Lift

In Hamburg at the time, he rushed to Frankfurt and the Rhine-Main Air Base, main operating center of the United States Air Force. He supervised refueling operations at this base and also the airfield at Weisbaden. The immensity of the operation is best described in the number of gallons pumped. Was it in the millions? Mr. DeKens was asked.

He smiled. "In July, 1948, we pumped 10 million gallons and until

the air lift subsided as it neared its end, we approached this figure every month," he said as he started to relive the hectic days of the lift.

"The fuel came in from all over the world. It was pumped into the storage tanks at Bremerhaven where the Germans had built storage facilities capable of holding two billion gallons — the largest in the world. The tanks were under 15-feet of concrete to protect them from Allied bombardment.

"From Bremerhaven the gasoline was railed to Weisbaden and Rhine Main. We didn't have storage facilities when the lift started and had to pump directly from the railroad tank car to the waiting trucks. The trucks, in turn, took the gas to the planes on the field. Later we had storage facilities for the gas coming in by rail. This made our operation a little bit easier.

"Night and day we operated 60 trucks refueling planes laden with coal, food and clothes. Twenty-four trucks carried 4000 gallons, 20 carried 2000 gallons and the remainder handled the planes' oil demands. The crews that manned the trucks were all German. It was a nerve-racking, demanding task, but we brought it to a successful conclusion."

Frazier Promoted In TSD-Engineering

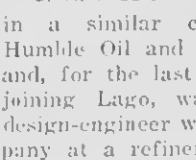
Project Engineering's Section 2, Technical Service Department, has a new Assistant Supervising Engineer. Promoted to that post, effective July 1, was Burton R. Frazier.

Mr. Frazier, who first joined Lago in July, 1952 as an Electrical Designer-Engineer, was an Engineer A at the time of his present promotion.

During the last 15 years, four of them with the U.S. Navy, Mr. Frazier has been employed in various capacities in the oil business, including 2½ years in Ecuador and Peru as a petroleum geo-physicist for the International Petroleum Company, one year

in a similar capacity with the Humble Oil and Refining Company, and, for the last six years prior to joining Lago, was employed as a design-engineer with the Texas Company at a refinery in Los Angeles.

B. R. Frazier



Futuro di Lago

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"Nos ta den bon posicion pa haya e negoshi adicional aki," el a bisa. El a muntra cu Lago tin un posicion geografico cu ta favorable, un produccion halto cu ta tene costo di plantanan abao y un depreciacion abao debi na e construccion cu Lago a haci tempo di depresion ora prijsnan tabata harata.

Sr. Horigan a declara na e grupo tambe cu cu cuanto costo di trabao ta toca, sinembargo, Lago no ta asina bon pará. Siguiendo ariba e punto aki el a bisa cu hopi competidornan di Lago ta emplea seis of siete homber pa cada mil barril di capacidad mientras Lago ta mantene 15, un siman di trabao mas largo y produccion mas halto.

Sr. Horigan a informa supervisor-nan cu un tercera parti di empleadonan ta traha den lugarnan manera comisario, casnan, laundry, dining hall y clubnan. El a indica cu algun di e competidornan principal di Lago no tin tal sorto di servicionan. Sr. Horigan a declara cu sueldonan den industria petrolero semper ta mas halto cu den cualkier otro negoshi.

"E diferencia aki den sueldo," el a continua, "ta specialmente halto na Aruba y door di pasa e trabaoonan na otro, nos ta bai spaar un porcentaje grandi y pone nos mes den mehor posicion pa competi."

Tocante e servicionan di Lago, Sr. Horigan a asegura e grupo cu "tan tempo condicionnan presente no cambia Lago ta sigui opera e hospital." El a conta tocante plannan pa reduci tamanjo di Lago Colony segun Lago su programa di nacionalizacion ta haci mas y mas innecesario pa trece empleadonan forenjer staff aki."

El a menciona cu e unico plan definitivo ta concerna Lago Heights. Su observacion final ariba e servicionan tabata: "Tocante e otro servicionan cu nos ta aden, nos no tin ningun plan definitivo, pero parece cu nan por wordo solucioná mas liher cu e problema di hospital y Lago Colony."

Sr. Horigan a termina su discurso complimentando e hombernan di Lago, bisando cu el tabata segur, huzgando for di experiencia pasá, e veteranonan bieuw kende previamente a cumpli cu exito na tur encargonan di Lago lo enfrente atrobe cualkier problema cu futuro por trece y logra haci e trabao y bon haci tambe no obstante e complicacionnan.

Despues di e comida y programa di recreacion cual tabata inclui un orquesta, boxeo y un bailarina, e anochi a wordo cerrá cu un discurso di Superintendent General Frank E. Griffin. Lapiando tocante trabao di un supervisor, el a bisa e hombernan cu nan ta forma un equipo cu door di direccion competente por enfrente cu exito cualkier situacion cu por presentu.

Mucha Homber A Skirbi Cu Su Poyito Ta Bon

Ernesto de Kort di 15 anja, un estudiante di dos anja den Lago Vocational School, a skirbi un composicion den un concurso na school y a gana. Titulo di e composicion tabata "Takiko Mi Kier Cu Poyito." Den un nota na Aruba Esso News recientemente, el a duna un reportaje tocante su premio.

El a skirbi, "Bo ta corda cu mi a gana e poyito e dia, pero en realidad mi no a haya e poyito cu a nace den refineria. Mi a haya un otro pasobra esun di promer a muri un dia promer cu mi mester a haye'le. Mi a hiba e poyito cas e siguiente Diasabra. Mi a traha un cas pe. E tabata un gai chikito.

"Un siman a pasa y tur cos a bai bon, pero den di tres siman e tabata hopi malo. Mi a kere cu e ta bai muri, pero mi mama y ami a traha hopi cu ne. Ni ariba su pianan el por a para.

"Nos a sigui asina como cuatro dia largo, anto di cinco dia el a para y a cuminsa camu y despues a mehora rapidamente. Awor e ta un gai grandi blanco mas of menos 1 1/2 pia halto."

Fellow-Workers Honor Beks



HENDRIK BEKS is shown receiving a check from Mechanical — Electrical co-workers in honor of his retirement July 1 after 21 1/2 years of service with Lago.

HENDRIK BEKS ta munstrá recibiendo un check for di companjeronan di trabao den Mechanical — Electrical en honor di su retiro Juli despues di 21-1/2 anja di servicio cu Lago.

Toren di Control ta Yamá "Wowo y Horeanan di Haaf"

"Wowo y horeanan di haaf" ta loke nan ta yama e toren di control ariba Marine Office. En realidad e wowo y horeanan ta pertenece na e cuatro hombernan cu ta dirigi como 10,000 yegada y salida di bapor tur anja.

Sesenta y cinco pia halto den un cubiculo blanco cu berde cu ta sagudi cu cada rancá di biento, e hombernan aki ta alerta 24 ora pa dia. Hasta ora nan ta papia, nan wowo-nan ta busca ariba lamar y e haaf bao nan.

Nan ta waak pa un tanquero cu por ta bini di Rotterdam, of New York, of Port Said. Nan ta waak tambe pa un tanquero chikito cu por ta bini for di Lago Maracaibo, of un T-2 procedente di Anauay.

Mirando den haaf, nan ta waak particularmente pa un senjal indicando cu un bapor a cuba di carga, of ta cla pa sali. Trahando tambe como observadornan di posible candela, nan ta alerta pa cualkier vlam chikito of nubia di huma.

Sinembargo, nan promer responsabilidad ta pa mira cu bapornan di e haaf, mara na e lugar asigná, descargando un carga y sali cu un minimo di tempo perdi y un maximo di seguridad.

E trahadornan den e toren di control ta sirbi como dirigidornan di trafico ariba e avenidanan di lamar cu ta termina den haaf di San Nicolas. Nan ta opera no cu fluit y hand-schoen blanco na man, pero cu conico y bala pintá cu strepi, luznan di color, luznan di duna senjal y radio-telefon.

Tur dia nan ta recibi lista di e bapornan cu mester drenta y sali e dia ey. Hunto cu otro informacion, e lista ta duna e ora calculá di yegada, e lugar di mara y ora di salida.

Awor ta keda na e trahador den e toren pa sona e bapornan ora nan bira rond di Colorado Point, bini di direccion di Oranjestad of for di pafor. Cu un luz di duna senjal el ta pidi e bapor pa determina su identidad y ta duna instruccion pa mara cual e bapor ta repeti.

Anto, mientras e bapor ta acercando haaf, e operador ta yama oficialnan di duana y inmigracion na telefon, e hefe di waaf, un remolcador, un loods, Departamento di Receiving & Shipping y e despachador di lancha. Pa tempo cu e bapor ta dilanti di un di e entradanan, cada persona concerni cu su yegada ta presente.

Ademas di usa Morse Code y International Code Flags, e operador-nan tin un set di senjal devisá door di Lago pa controla trafico den haaf. E senjalnan aki, den dia, ta componi di varios sorto di bala, conico y barril pintá cu strepi geel y oranje. Anochi nan ta luz corrá, geel y blanco.

El por habri of cerra Entrada Pa-

riba of Pabao, of limita nan uso pa bapornan cu ta sali. El por cerra un entrada y laga e otro habri pa bapornan cu ta yega of sali. El por habri Entrada Pariba of Pabao solamente pa bapornan cu ta drenta, y cerra e otro pa tur trafico. El por cerra tur dos entrada of habri tur dos.

Un gran parti di trabao di e toren ta cu e tanqueronan chikito. Ora e bapor ta bini di afor, e operador ta manda afor su instruccionnan pa mara. Captan di e bapor, pa indica cu el ta comprende, ta repeti e instruccionnan door di blink e tres luznan blanco montá ariba e cuarto di stuur di tur e bapornan cu ta nabega regularmente den Lago Maracaibo.

Ora e bapor mara y ta descargando e ta hiza un conico preto te mitar di su mastre. Ora e ta cla pa sali e ta hiza e conico e resto of — anochi — ta duna senjal cu e luznan di Lago Maracaibo.



HIGH ABOVE San Nicolas harbor, Control Tower Operator J. A. Scott prepares to hoist an orange-yellow striped ball, one of the signals used to direct harbor traffic.

HALTO Ariba haaf di San Nicolas, operador di Control Tower J. A. Scott ta prepara pa hasi un bala cu strepi oranje-geel, un di e signal cu ta wordo usá pa dirigi trafico den haaf.

Control Tower Operators On Job 24 Hours A Day Directing Ship Movements

"The eyes and ears of the harbor" is what they call the control tower atop the Marine Office. Actually the eyes and ears belong to the four men who direct some 10,000 ship arrivals and departures each year.

Perched 65 feet in the air in a green and white cubicle which vibrates to every gust of wind, these men are on the alert 24 hours a day. Even as they talk, their eyes scan the sea and the harbor beneath them.

They're on the watch for an ocean tanker which may be arriving from Rotterdam, or New York, or Port Said. They keep a lookout, too, for a lake tanker coming up from Lake Maracaibo, or a T-2 bound in from Anauay.

Scanning the harbor, they keep an eye peeled for a signal indicating a ship is unloaded, or is ready to sail. Doubling as harbor fire wardens, they're on the alert for a tell-tale tongue of flame or puff of smoke.

Their primary responsibility, however, is to see that ships enter the harbor, tie up at the assigned berth, discharge or take on cargo and sail with a minimum of wasted time and a maximum of safety.

The control tower operators serve as traffic officers over the sea lanes which empty into San Nicolas harbor. They operate not with whistles and white-gloved hand signals, but with striped cones and balls, colored lights, blinker lamps and radio telephones.

Each day they receive lists of the ships expected to arrive and depart that day. Along with other information, the list gives the anticipated arrival time, assigned berth and sailing time.

It is up to the control tower operator to spot the ships as they come west and north from Colorado Point, southeast from Oranjestad or in from the southwest. With a blinker lamp he signals the ship to determine its identity and pass along its berthing instructions which the ship repeats.

Then, while the vessel approaches the harbor, the operator telephones customs and immigration officials, the dock master, a tug, a pilot, Receiving and Shipping and the launch dispatcher. By the time the vessel is off one of the entrances, each person concerned with its arrival is standing by.

In addition to using Morse Code and International Code Flags, the operators have a set of signals devised by Lago to control its harbor traffic. These symbols, by day, are composed of various arrangements of balls, cones and barrels striped yellow and orange. At night they're made up of combinations of red,

green and white lights.

By hoisting the cone, the ball or both in combination to the yard-arm atop the signal tower or by turning on the lights, the operator can route the ship traffic so as not to interfere with work being done in the harbor, or with ships moving about the harbor.

He can close or open the East or West Entrance, or limit their use to outgoing ships. He can close one entrance and leave the other open to ships arriving and departing. He can open the East or West Entrance only to incoming ships, and close the other to all traffic. He can close both entrances, or open both.

Much of the tower's work is with lake tankers. As the ships come in from the southwest the operator blinks out its berthing instructions. The ship's master, to indicate he understands, repeats the instructions by flashing the three white lights mounted over the wheelhouse of all vessels regularly sailing in Lake Maracaibo.

Berthed and unloaded, the Lake tanker hoists a black cone halfway to its yardarm. When it is ready to sail, it hoists the cone and its code flag the rest of the way or — at night — signals with its Lake Maracaibo lights.

The man in the control tower must keep an eye out for these signals and fit the lake tanker's departure into the harbor traffic schedule. He has to listen for the two long whistle blasts that indicate an ocean-going vessel is ready to sail. And he has to watch for approaching ships.

It is not unusual for an operator to have — simultaneously — a ship docking, another sailing and several waiting to enter the harbor. The successful operation of the harbor depends in a large part upon the skill of these men who must judge, within minutes, the time each ship will consume in these operations.

Honors Day

(Continued from page 1)

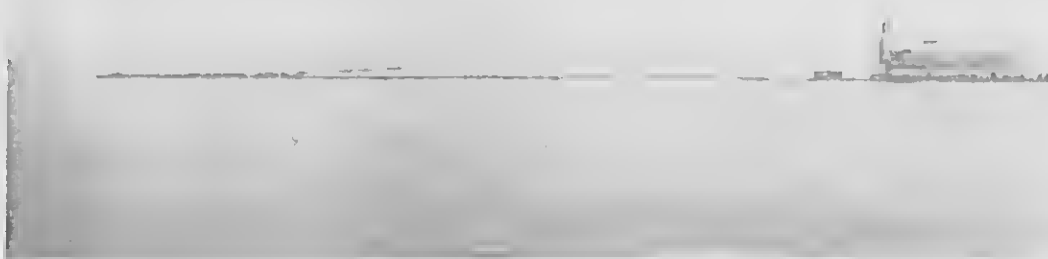
- year students elected Bernard Geerman and Carl Lejuez; second-year students elected Caspar Boekhoudt and Alfonso Steenen; first-year students elected Mario Hanson and Rafael Croes.

Nineteen boys who served as monitors in the school's Safety Program were also rewarded with brass keys as were 12 members of the Student Council, 12 members of the school newspaper staff, 12 boys who helped with the school housekeeping detail and 40 members of the Glee Club.

Woodworking tools were given as prizes to the three first-year students chosen for outstanding shop work. They were Hendrik Leo, Constancio Gomez and Mariano Croes. Given honorable mention for their shop work were Juan v d Linden, Cecilio Ras and Francisco v d Linden.

The school, which does not have a 'Coin Your Ideas' program, has a 'suggestion box.' Addison Harms and Regina Tromp received books as awards for the suggestions they submitted which were judged the best during the school year.

The winners of the second semester English spelling contest received dictionaries as prizes. Asked to spell 450 words, Rosendo Geerman was first with 448; Betrande de Cuba was second with 445 and Cecilio Ras was third with 442.



SQUAT in the water like a monstrous, long-tailed bug, the dredge 'Jamaica Bay' works night and day on Lake Maracaibo's new, string-straight channel from San Carlos to Punta de Palmas. Thirty-five feet deep, 600 feet wide and 18 miles long, it will cost 160 million bolívares. One thousand feet wide, it will extend seven miles in the other direction into the Gulf of Venezuela.

PLAT den awa manera un bestia monstruoso cu rabo largo, e draga 'Jamaica Bay' ta traha di dia y anochi ariba e canal nobo estrecho den Lago Maracaibo cu ta corre for di San Carlos pa Punta de Palmas. Trinta y cinco pia hundo, 600 pia hanchu y 18 milla largo, e ta bai costa 160 million bolívares. Un mil pia hanchu, e lo extende siete milla den otro direccion den Golfo di Venezuela.

Life Aboard a Lake Tanker

"What Has It Been Like, This Shuttling Back And Forth?"

AT THE engineroom telegraph, Fourth Mate Good for "full ahead" and the Mara

NA E telegraaf den cuarto di maquina pone e motornan pa "full adelante" y

The "Mara" sailed about 8:35. Capt. J. P. Turner took her out through the West Entrance, conning the ship by lining up the red and green clusters which showed high amidst the myriad lights of the refinery astern.

"Paaawrt a bit, quartermaster," the captain sing-songed to the helmsman. "Paaawrt a bit more. Steady!" Then, "Steady as you go." Turning to the third mate the captain said, "Full away, Mr. McBride. The course is 228. We went down at 225 the last trip and we were a bit inside."

Third Mate John McBride rang "full ahead" on the engine telegraph and the S.S. Mara was off on its 1231st voyage.

For over 30 years Lake Tankers such as the "Mara" have been "running down" to Lake Maracaibo. They sail out of San Nicolas harbor with their lowest decks four to five feet above the water. They return with the same decks awash, burdened with Venezuelan crude oil for Lago.

They have been the life-line of the refinery and of Aruba, the artery which has carried the "black gold" upon which the refinery and its employees have prospered.

But now the slow, limited-capacity lakers have become out-dated. They're being forced to give way to the larger, faster ships — T-2's, super-tankers and others — which can load crude pipelined to Amuay and which will soon be able to go where once only the lakers could go.

What has it been like, this shuttling back and forth for over three decades hauling crude to the transshipment station which was the fore-runner of Lago, and later to feed the insatiable appetite of the largest operating refinery in the world today? For the most part it's been like the trip the "Mara" set off on June 3.

The "Mara" was bound for Palmarejo, a loading terminal on the southwest shore of the lake, to pick up some 40,000 barrels of Mara crude. Though the ship's 'sailing-time' clock said 6 p.m., a faulty pump delayed the departure almost 2½ hours.

After an "outside" trip to Haiti, the "Mara" had returned to Aruba via Amuay where it had taken on a load of crude. By the time the last tank was unloaded, Capt. Turner was on the bridge. Chief Mate L. R. Good, who had telephoned the control tower atop the Marine Office, reported the ship dispatchers had scheduled the "Mara" to sail after the S.S. Geni, an ocean-

going tanker, which was then leaving the dock and heading for the East Entrance.

As the "Geni" passed astern, Capt. Turner alerted the engineers by having "stand by" rung on the engine telegraph, then checked to make sure Chief Mate Good and Second Mate S. T. M. Boyd were fore and aft to supervise handling of the mooring lines.

Next he ordered Mr. Good to "single up" — to free all lines but one — and had one blast sounded on the ship's whistle. The signal was for Mr. Boyd to let go all lines aft. With engines and rudder the captain worked the stern from the dock, then ordered Mr. Good to "let go forward."

With the engines astern, the "Mara" backed from the No. 4 Lake Tanker Dock and into the harbor. Ordering "half ahead" on the starboard engine, the how swung around and headed for the West Entrance.

"When I have a choice, I always prefer to sail by the West Entrance," Capt. Turner explained as he gave orders to the helmsman from the bridge. "Starboard a bit," he called. From inside the wheelhouse came the voice of the helmsman repeating the order. "Midships," the captain called. "Midships," echoed the helmsman.

On the decks below the crew coiled the eight-inch mooring hawsers, rewound the cables on their drums and secured the ship for sea.

Once past the red and green lights which marked the opening of the West Entrance, Capt. Turner gave Mr. McBride the "full away" order. Though the engine telegraph indicated both engines were at "full ahead," Mr. McBride repeated the signal.

In the engine room astern the telegraph pointer swung around, then came back to "full ahead." It was a signal to Second Engineer E. W. McDowell and Fourth Engineer A. R. Bald that the maneuvering was over, that their 1,000 horse-power steam engines would probably stay "full ahead" until the ship reached the entrance to Lake Maracaibo.

The "Mara" headed out into the dark, wind-whipped Caribbean. Ahead to port the Southern Cross competed with a sliver of moon that rode high in the sky. Outside the harbor the lights of two ships, waiting to enter, broke the darkness.

On the horizon the lights of two passing ships could be seen while astern the lights of the S.S. Cumanebo, heading for Amuay, slipped off to port.

On the bridge the captain, mat only by the glow that broke the telegraph and the binnacle light.

Once outside the reef the "Mara" the ship — riding high with all "There's about two hours of this compressed between the island and here."

The captain's prediction proved passed some 2½ miles off Macol the north coast of Venezuela, the in relatively calm seas at a stand.

The sound of music, which had aft, died away as the men turned ger," the "Mara's" two cats, cr and turned in, too. Only the sound the rigging and the muted mumb.

As the night wore on the light appeared, passed and disappeared overtook the "Mara" and passed cence.

At midnight Mr. Boyd relieved termaster relieved the helmsman: Mr. Good relieved Mr. Boyd, anot "Mara" plowed on.

Dawn spotted the ship still son. As the sun rose so did the crew around, then returned to straight rang, indicating breakfast for the who had been on duty since four.

Thirty-minutes later white-coa handbells which they rang to an and officers. On the menu was ham, eggs, toast and coffee.

Breakfast over, the crew swun



QUARTERMASTER C. O. Emerenciano hoists the 'J' code flag as a signal to the control tower that the "Mara" is ready to sail.



AS THE Mara pow: on through the night towards the lake, off-duty crew members relax in their quarters, make things. Many officers hook rugs, have other hobbies.



IN THE shade of the poop work on a cable splice. D

TIMONERO C. O. Emerenciano ta hiza e bandera cu letra 'J' como senjal na toren di control cu "Mara" ta cla pa sali.

MIENTRAS Mara ta sigui su viaje door di anochi ariba camina pa Lago Maracaibo, miembronan di tripuacion cu no ta na warda ta sosega den nan cabina, traha cas.

DEN sombra ariba del atra splits cable. Durante e via



Fourth officer A. R. Bald sets the engines of the "Mara" off on its 1231st voyage.



ONCE outside San Nicolas harbor, lake tanker quartermasters like J. S. Thompson (above) steer a straight course to the lake mouth.

Maquinista A. R. Bald ta chikito manera J. S. Thompson (ariba) ta mantene un direccion fiho pa yega boca di e Lago.

UNA VEZ pafor di haaf di San Nicolas, stuurmannan na bordo di tanqueronan chikito manera J. S. Thompson (ariba) ta mantene un direccion fiho pa yega boca di e Lago.

helmshman stood in darkness relieved by the red glass windows of the engine room. The compass.

"Mara" into a quartering swell which set all its wing tanks empty — to tossing.

of this point, Turner explained. "The current is and builds up into a bit of a swell

proved. About two hours later, as the ship Macought which flashes from a headland on

la, the subsided and the ship plowed along at a steady knots an hour.

ch had from a radio in the crew's quarters turned for the night. "Marmalade" and "Gin-

ts, and under the mid-ship accommodations sound a bubbling bow wave, the wind through

numb of the engines could be heard.

the light of other ships, coming from the lake, passed a wake of shimmering phosphores-

believed McBride on the bridge, another quartermaster the ship continued on its way. At 4 a.m.

1, another helmsman took over the wheel and the

ill some hours from the entrance to the lake, crew members. They appeared on deck for a look

straight their quarters. At 7:30 a single bell for officers and men who would relieve those

four.

ite-continuously appeared fore and aft with to have breakfast for the rest of the crew

was juice, cereal, curried lamb and rice,

swung the daily maintenance work. As the

the trip the crew does daily maintenance.

mon Bozmen (roboz) y John Taylor ta ripulacion ta haci mantencion diario.

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mon Bozmen (roboz) y John Taylor ta ripulacion ta haci mantencion diario.

ship steamed through a white-capped Gulf of Venezuela turned a sparkling blue by the bright sun, they appeared on the trunk deck with hammers, chipping irons and brushes to flake away the paint blistered by sun and sea and the rust underneath.

On the poop deck aft others spliced cables, checked running gear, painted a bulkhead or performed other chores while keeping one eye cocked on the wire fishing lines which trailed astern. Suddenly Simon Bozmen, who had been at work on a cable, dropped his tools and grabbed one of the lines which had snapped taut.

Pulling hand-over-hand he hauled a 20-pound jack-fish over the rail with practiced ease and threw it flopping on the deck. Another crew-member circled the fish, then darted in and with an expert blow of a club dispatched it.

Down in the green and white engine room Fireman Geronimo George worked with an oil can, filling reservoirs and lubricating the moving parts of the hissing steam engines, fuel pumps, water circulators and the spinning twin propeller shafts.

On the bridge Mr. McBride stood behind a pair of field glasses. He was on the lookout for Zapara Island, a low, sandy spit which swings out into the Caribbean and forms the eastern side of the lake mouth. About 9 a.m. the beacon which marks the island appeared in the glasses.

A half hour later Capt. Turner appeared on the bridge, checked the ship's position and ordered "port a bit, quartermaster." He explained he preferred to be "a little to windward" as the ship neared the entrance to the channel which pierces the outer bar.

The "EM" — 'entrance to Maracaibo' — buoy came in sight, bobbing in the chop some four miles off the finger of Venezuela which juts up into and forms the east coast of the Guajira Peninsula. Nearer the shore rode another buoy which marked the wreck of the "Don Alberto."

As the "Mara" stood in toward the shore, Capt. Turner ordered "stand by" rung on the engine telegraph and the engineers hurried to their stations. The captain then ordered "half ahead" on the engines and a black cone suspended from the forward mast was run down half way as a signal to other ships that the "Mara" was proceeding at half speed.

Ahead lay the peninsula shore. At the water's edge, on railroad tracks so they could be shifted if the channel moved, stood three markers. Capt. Turner coned the ship by lining the center marker with another atop a mountain some five miles to the southwest.

Then, behind two ocean-going tankers, the "Mara" passed another buoy, turned to port and started through the channel which pierces the outer bar.

The outer bar channel averages about 180 feet in width and 25 feet in depth. It has been a restless passage, working its way across the entrance to the lake and back again. Silt, carried by the lake current, eventually filled each cut. Then the impounded waters broke through and scoured another channel, only to fill it once again with silt.

Since 1938, however, dredges jointly maintained by three of the largest oil companies producing in Venezuela have deepened the channel and kept it clear and stationary. The first of these dredges was a converted lake tanker, the "Invercaibo."

As the lake current frothed past the channel buoys, it tumbled into the gulf and built a white-capped chop which frigate birds skimmed on their way to Zapara Island.

"That island dumps so much sand into the channel that they have to dredge here quite frequently," Capt. Turner explained.

To the east, some two miles away and extending into the gulf from Zapara Island, rose the breakwater the Venezuelan government is building to protect the mouth of the new channel it is dredging through the lake.

Through field glasses cranes could be seen loading boulders — lightered across the lake from Toas Island — into railway cars which were drawn to the gulf end of the breakwater and dumped. One of the two helicopters used to carry men and messages between the two islands windmilled in from the west and settled near the cranes.

As the ship continued between the red and green buoys which mark the confines of the channel a cabin cruiser, throwing a bow wave on either side, sped toward the "Mara."

"That will be the pilot launch coming from San Carlos," the captain said as the cruiser drew abreast of the ship and, in a spraying curve, ran up along the starboard side. As the two craft continued ahead the pilot leaped from the top of the cabin to the harbor deck of the "Mara."

With a burst of speed the cruiser pulled away from the larger ship while the pilot mounted to the bridge. There he took over from Capt. Turner, giving his orders in Spanish to the quartermaster.

(The second in this series of two articles on Lago's Lake Fleet will appear in the July 17 issue of the Aruba Esso News.)



CAPT. J. P. Turner searches for the "entrance to Maracaibo" buoy. Past the outer bar and in the lake, a pilot takes over.

CAPT. J. P. Turner ta buscando e boei cu ta marca entrada di Maracaibo. Pafor di e barra den e Lago, loods ta bini na bordo.



GOOD FOOD is traditional in the Lake Fleet. Here J. T. Pampier (foreground) and Chief Cook Wan Hee ready lunch for the men on the "Mara."

BON CUMINDA ta tradicional den Lake Fleet. Aki J. T. Pampier (adelant) y Chief Cook Wan Hee ta prepara cuminda pa e hombernan abordo di "Mara."



CHIPPING and painting rust spots is a continuous chore. Quartermaster Thompson sweeps up the scale, will soon be back with paint and brush.

CASCANDO y verfmiento di lugarnan frusto ta un trabao continuo. Stuurman Thompson ta bari e frusto, pronto lo bolbe cu verf y kwashi.

Pa 30 Anja Nan a Trece Azeta Aki

Bida Riba Tanker di Lago

E tanquero "Mara" a sali mas of menos 8:35. Capt. J. P. Turner a sali cu ne door di entrada pabao, maniobrando cu e bapor ariba e troshinan di luznan corrà y berde di refinaria atras.

"Hala un poco banda robez," e captan a grita e stuurman. "Un poco mas. Sigui awor!" Anto, "Si, sigui usina." Dirigiendo su mes na e tercer oficial e captan a bisa, "Full afor, Sr. McBride. E direccion ta 228. Ultimo biaha nos a sali ariba 225 y nos tabata un poco paden."

Tercer Oficial John McBride a ring "full adilanti" ariba telegraaf di e maquina y S.S. Mara a cuminsa su di 1231 viaje.

Pa mas cu 30 anja tanqueronan chikito manera "Mara" a haci viaje entre Aruba y Lago Maracaibo. Nan ta sali for di den haaf di San Nicolas cu nan deknan mas abao como cuatro te cinco pia ariba awa. Nan ta bolbe cu e mes deknan pareuw cu awa, cargá di azeta crudo di Venezuela pa Lago.

Nan tahata e linea vital di refinaria y di Aruba, e slagader cu a carga e "oro negro" cual a haci e refinaria y su empleadonan prospera.

Pero awor e lento tanqueronan chikito cu capacidad limitá a bai for di moda. Nan ta worde forzá pa haci lugar pa e tanqueronan mas grandi, por chemplo e super tankernan y esnan di tipo T-2, cual por carga crudo cu bini Anuay door di linea di tubo y cu pronto lo por dreña te na unda antes solamente e tanqueronan chikito por a yega.

Com esaki tabata, e corrento bai y bini pa mas cu tres decenia halando crudo pa e stacion di translacion cu tabata aki promer cu Lago, y despues pa alimenta e apetito insaciable di e refinaria mas grandi cu ta opera na mundo awor. Mayoria tabata mescos cu e viaje cu "Mara" a emprende Juni 3.

"Mara" su destino tabata Palmarejo, un terminal di cargamento na costa zuidwest di Lago Maracaibo, pa tuma como 40,000 barril di crudo di Mara. No obstante cu ora di e bapor sali tabata 6 p.m., un pomp defecto na terra a duna e bapor un tardanza di casi 2½ ora.

Despues di un viaje "casual" pa Haiti, "Mara" a regresa Aruba via Anuay unda el a tuma un carga di crudo. Pa ora cu su ultimo tanki tabata descargá, Capt. Turner tabata ariba brug caba. Promer Oficial L. R. Good, kende a telefona toren di control ariba Marine Office, a bisa cu despachadornan di e bapor a fiha pa e sali despues di S.S. Geni, un tanquero di lamar grandi cu net na e momento aki tabata distanciendo for di haaf cogiendo rumbo pa entrada pariba.

"Ora mi por escoge, semper mi ta prefera di sali door di entrada pabao," Capt. Turner a splica mientras el tabata duna orden for di ariba brug na e stuurman. "Un poco banda drechi," el a grita. For di cuarto di e timon a sali voz di e stuurman repitiendo e orden.

Una vez cu e luznan berde y corrà marcando apertura di entrada pabao a worde pasá, Capt. Turner a duna Sr. McBride orden pa "full afor." No obstante cu tur dos maquina tabata corre asina caba, Sr. McBride a repiti e senjal.

Den e cuarto di maquina atras wijzer di e telegraaf a draai rond, y despues a bolbe ariba "full adilanti." Esaki tabata un senjal pa Segunda Maquinista E. W. McDowell y Tercer Maquinista A. R. Bald cu tur maniobra a pasa, cu probablemente nan motornan di 10,000 forza di cabai lo keda ariba "full adilanti" te ora e bapor alcanza entrada di Lago Maracaibo.

"Mara" a coi camina den obscuridad. Un biento fuerte tabata supla ariba Caribe. Pafor di haaf luznan di dos bapor wardando pa dreña a kibra e obscuridad un rato.

Na horizonte hende por a mira luznan di dos bapor cu tabata pasa mientras atras luznan di S.S. Cumarebo, na camina pa Anuay, a kita na banda robez.

Ariba brug e captan, oficial y stuurman tabata pará den un obscuridad kibrá solamente door di e luz cu tahata refleha door di e bentananan di glas corrà y e luz ariba e compas.

Una vez pafor di cai "Mara" a dreña den un lamar halto y bruto cu a pone e bapor — liher cu casi tur su tankinan bashi — lora hopi.

"Esaki ta dura como dos ora," Capt. Turner a splica. "E coriente ta compromi entre e isla y continente y ta lanta un lamar halto aki."

Loke e captan a bisa tabata berdad. Mas of menos dos ora despues, ora e bapor a pasa como 2½ milla dilanti luz di Macolla cual ta luza for di ariba costa norte di Venezuela, e lamar a calma y e bapor a sigui den awa calma na un velocidad constante di 9½ milla pa ora.

E zonida di musica cu tabata bini for di un radio den cuarto di e tripulantenan atras, a keda keto ora esakinan a coi cama. "Marmalade" y "Ginger", e dos pushinan di abordo, tambe a busca un lugar di drumi. A keda solamente zonida di olanan cu ta kibra adilanti, e biento cu ta supla den mastre y zonida di e maquinanan.

Mientras noch tabata pasa luznan di otro bapornan, biniendo for di Lago Maracaibo a aparece, pasa y desaparece atras. Bapornan mas rapido, tambe cu destino pa Lago Maracaibo, tabata pasa "Mara" na camina lagando atras un strepi hancho di awa turbulente.

Mei anochi Sr. Boyd a cambia Sr. McBride ariba brug, un otro stuurman a cambia esun cu tabata na warda y e bapor a sigui su camina. Cuatro 'or di marduga Sr. Good a cambia Sr. Boyd, un otro stuurman a tuma wiel di "Mara" y e viaje a sigui.

Ora di dia a habri ainda e bapor tabata como 4½ ora leuw di entrada di e Lago. Solo a sali y tripulantenan a lanta. Nan a aparece na dek pa un rato, anto nan a bolbe abao pa drecha nan cabina. Siete 'or y mei a zona un bel, indicando ora di desayuno pa e hombernan y oficialnan cu mester subi warda pa cambia esnan cu ta trahando desde cuatro 'or di marduga.

Mei ora despues algun steward den bachi blanco a aparece adilanti y atras cu belnan anunciando cu desayuno tabata cla pa resto di e tripulacion y oficialnan. E menu tabata inclui hugo di fruta, cereal, carni di carner cu curry y aroz, ham, webo, pan gerooster y koffee.

Ora desayuno a pasa e tripulacion a cuminsa cu su trabao di tur dia. Mientras e bapor tabata traversa den Golfo di Venezuela, nan a aparece ariba dek cu martillo, brush di staal y herro di chip raspa e verf cu ta casca door di biento y lamar y e frusto abao.

Ariba dek atras otro tabata splits cable, check e cabuyanán, verf cuakier biga of haci cuakier otro trabao mientras nan tabata tene vista ariba e linjanan di pisca cu tabata lastra atras. Di repente Simon Bozmen, kende tabata traha cu un cable, a laga su hermentnan cai y a tira man pa un di e linjanan cu a hala bira strak.

Halando cu tur dos man el a trece un pisca di 20 liber ariba dek y a bentele abao zapatiando. Un otro tripulante a yega cerca e pisca y cu un golpe experto el a pida palo el a despacha e pisca.

Abao den e cuarto di maquina gevef blanco y berde Fogonero Geronimo George tabata traha cu un canica di azeta, yenando reservoirs y lubrificando

e partinan movible di e maquina, pompnan, circuladornan di awa y e shaft-nan di propellor.

Ariba brug Sr. McBride tabata mira door di un kijker. El tabata busca Isla Zapara, un isla di sauto den Caribe canto di entrada pariba di e Lago. Pa 9 a.m. e isla a bini na vista.

Mei ora despues Capt. Turner a aparece ariba brug, check posicion di e bapor y a ordena e stuurman pa stuur un poco mas na banda robez. El a splica cu el ta prefera di ta un tiki na banda di biento ora e bapor ta acercu entrada di e canal.

E boei marcando entrada di Maracaibo a bini na vista, lantando den lamar como cuatro milla dilanti costa oriental di Peninsula di Guajira. Mas cerca di costa tabatin un otro boei marcando resto di "Don Alberto."

Ora "Mara" tabata acerca costa, Capt. Turner a ordena "stand by" y e maquinistanan a tuma nan posicion. Anto e captan a ordena pa prosigui na mitar velocidad y un conico preto cu tabata colga na e mastre adilanti a worde hahá te mitar pa muntra otro bapornan cu "Mara" tabata corriendo na mitar velocidad.

Adilanti tabatin costa di e peninsula. Dentro poco "Mara" a dreña den e canal.

E canal pafor tin como 180 pia hancho y 25 pia hundo. Santo, cu ta worde cargá door di e coriente, ta acumula ey den na cantidad.

Desde 1938, sinembargo, draganan manteni door di e tres companianan mas grandi cu ta produci na Venezuela ta cobando e canal y ta mantenele limpi y stacionario. E promer di e draganan aki tabata un tanquero converti, "Invercaibo."

Na banda pariba, como dos milla leuw y extendiendo den e Golfo for di Isla Zapara, ta lanta e dam di wanta awa cu gobierno di Venezuela ta trahando pa protega boca di e canal nobo cu e ta coba den e Lago.

Door di kijker hende por a mira grua cargando piedra grandi — treci over di e canal den lancha for di Isla Toas — den wagonnan di ferrocarril cu ta worde lastrá te na punto di e dam y gedomp. Un di e dos helicopters usá pa carga hendenan di trabao y hiba respondi entre e dos islanan a bini di pabao y baha canto di e gruanan.

Mientras e bapor tabata sigui entre e boeinan berde y corrà cu ta marca extremonan di e canal un boto di loads, tahata acercando "Mara" cu basta velocidad.

"Esey ta e boto di loads cu ta bini for di San Carlos," e captan a bisa ora e boto a yega acerca y a hala na un canto na banda drechi. Mientras tur dos tabata sigui e loads a bula for di e boto ariba e dek abao di "Mara."

Cu un rancada duro e boto di loads a kita bai for di e bapor mas grandi mientras e loads a subi na brug. Aya el a tuma over for di Capt. Turner, dunando su ordennan na Spanjo na e stuurman.

Dentro di algun minuut "Mara" a pasa San Carlos, un pueblecito tras di un forti chikito trahá ariba un pida terra cu ta sali for di costa pabao di e Lago. Cayonnan bieuw, poni cabez ariba den santo, tabata forma un sorto di trankera for di e forti te canto di lamar.

Poco pasá di San Carlos "Mara" a pasa un di e dos draganan Americano cu ta cobando un canal estrecho door di e Lago te na un hundura di 35 pia. E draganan aki den un sentido ta cobando graf di e tanqueronan chikito operá door di Lago y otro refinarianan.

Ora e canal ta cla, tanqueronan grandi di lamar grandi capaz pa carga cinco vez mas tanto crudo cu "Mara" y mayoria otro tanqueronan chikito lo por nabega door di e Lago yega te na e terminalnan di tuma carga.

E tanqueronan chikito a worde usá promer pa saca e crudo for di Lago Maracaibo pa motibo di nan bom flat. Trinta anja pasá nan tabata e unico bapornan cu por a traversa e barra pa alcanza e awanan mas hundo ariba Punta de Palmas.

E canal nobo, sinembargo, lo habri e Lago pa bapornan cu no solamente ta mas grandi cu e tanqueronan chikito, pero cu lo opera cu tripulacion solamente un poco mas grandi. Pescy, nan lo ta mas economico pa opera y Lago — forzá door di competicion ericiente pa reduci costo unda cu ta posible — ta bai elimina su flota di Lago na beneficio di bapornan mas grandi.

E draga, "Jamaica Bay," tabata parece un bestia di awa. Hancho y poco plat, e ta pasa un hose ariba fondo di e Lago. Asina e ta chupa e santo y ta pasele pa un otro hose cu, wantá cu drum di azeta bashi, ta lora for di atras di e draga manera un rabo.

E santo tabata corre for di punto di e rabo. Islanan chikito cu net ta muntra ariba superficie di awa ta indica unda e santo a worde bashá segun e draga ta sigui su trabao den e Lago.

(E segundo den e serie aki di dos articulo ariba Lago su Lake Fleet lo parece den e Esso News di Juli 17.)

Training Division To Help MULO Grads Pick Career

Lago's Training Division has scheduled three sessions this month to help some 50 graduating MULO school students select a career.

On July 10 Frank Cassens, personnel research coordinator, will speak at St. Dominicus College on "Planning a Career." Two films, "You and Your Mental Abilities" and "Discovering Your Real Interests" will also be shown.

One week later William Meskill, assistant Lago Vocational School principal, will speak at the college on "The Effects of Supply and Demand of Jobs on the Selection of a Career."

On July 30 the graduating students will be brought to the Reception Center to hear E. F. Welch, training division head, speak on "The Importance of Education in Getting the 'Right Job'." The students will then embark on a two-hour tour of the refinery and wind up back at the Reception Center for refreshments and a question period.

The talks and tour are designed to point up industry's need for persons trained in other than clerical skills, the thinking necessary to the selection of a satisfactory career and the necessity of students' training for work in industry throughout the world.

Social Happenings

Ruby E. Edmead of the Accounting Department and Abdon M. De Freitas of Catalytic and Light Ends were married June 19. Co-workers presented the couple with gifts.

Lago Lo Yuda 50 Studierende Escoge Carera

Training Division di Lago lo tene tres sesion e luna aki pa yuda como 50 studiantenan cu ta caba MULO school escoge un carera.

Dia 10 di Juli Frank Cassens, personnel research coordinator, lo papia na St. Dominicus College tocante "Planeamiento di un Carera." Dos pelicula, "Abo y ho Abilidadnan Mental" y "Descubriendo bo Interesnan Verdadero" lo worde munstrá tambe.

Un siman despues William Meskill, sub-director di Lago Vocational School, lo papia na e mes school tocante "Efectonan di Oferta y Demanda di Trabao Ariba Seleccion di un Carera."

Dia 30 di Juli e studiantenan cu ta caba school lo bini Reception Center pa tende E. F. Welch, hefe di Training Division, papia tocante "Importancia di Educacion den Haya-miento di e 'Propio Trabao'." Despues e studiantenan lo cuminsa ariba un paseo door di refinaria cu lo dura dos ora y lo caba esaki na Reception Center atrobe unda refresco lo worde sirbi y unda lo tin oportunidad pa haci pregunta.

E lecturanan y paseo tin como intencion pa trece padilanti necesidad di industria pa personanan sinjá den ramonan otro sino trabao di klerk, e pensamiento necesario den escogemento di un carera satisfactorio y e necesidad di sinjamento di studiantenan pa trabao den industria den tur parti di mundo.

Lago Contributes Toward Construction Of Brazil Church

To help in the building of a new church in Brazil, Lago recently contributed Fls. 23,000 to Rev. P. D. Grove, O.P., the parish priest whose energy and faith is the driving force behind the proposed construction.

To be called Christ the King Church, it will be located in Brazil just off the main San Nicolas-Oranjestad road where Father Grove now has a small school. It is in this school that he conducts services. Being small, however, the building cannot accommodate his entire parish. That is why he is striving night and day to build a church for his people.

The proposed structure will seat 550 persons. One of the outstanding features planned for the new church is a large statue of Christ to be placed on top of the bell tower.

Lago ta Haci Contribucion pa Yuda Traha Misa Nobo

Pa yuda den trahamento di un misa nobo na Brazil, recientemente Lago a contribui Fls. 23,000 na Rev. Pastoor Grove O.P., e pastoor di parokia kende su energia y fe ta e forza empujante tras di e construcion proponi.

E misa cu lo yama Misa di Cristo Rey lo worde trahá na Brazil patras di camina grandi di Oranjestad-San Nicolas unda Pastoor Grove tin un school chikito na su disposicion. Den e school aki el ta haci misa awor. Sinembargo, e lugar aki ta mucho chikito pa acomoda henter su parokia. Ta pesey el ta lucha di dia y anochi pa traha un misa pa su parokianonan.

E misa nobo lo tin lugar pa 500 hende sinta. Un di e aspectonan sobresaliente planea pa e misa nobo ta un imagen grandi di Cristo Rey cu lo worde instalá ariba e toren.

Bertrando Ras

Bertrando Ras, a launch helper B with over six years of service, died June 16 at Sabana. Survived by his widow and two children, he was 28 years old. Services were held June 17 at the Sacred Heart Roman Catholic Church in Sabana.

Camel Takes Softball Tourney Opener



CAMEL kicked off the 1954 Lago Heights Softball Competition the night of June 22 by squeezing past Rey de Copas. Camel went into the last inning with a two-run lead, killed off a rally that produced one score and emerged with an 11 to 10 victory. Frank Ciccarelli of Colony Service delivered the first pitch for the two-league competition which will be played at the Lago Heights diamond. The A League games will be played Tuesday and Thursday nights; B League games will be played Monday and Wednesday nights. Here Camel catches a Rey de Copas runner at first, and misses one.

CAMEL a habri 1954 Lago Heights Softball Competition Juni 22 anochi batiendo Rey de Copas. Camel a drenta ultimo inning cu un ventaha di dos careda, opirimi un rally cu a produci un careda y a sali cu un victoria di 11 pa 10. Frank Ciccarelli di Colony Service a pitcha di promer bala den e competicion di dos division cu lo worde hunga ariba terreno na Lago Heights. Weganan di division A ta tuma lugar Diamars y Diahuebes anochi; weganan di division B Dialuna y Diaazon anochi. Aki Camel ta coge un corredor di Rey de Copas out na primera, y ta hera uno.

Radio Operators Join International Field Test Day

A group of "ham" radio operators in Aruba took their equipment into the field the middle of last month to join with amateur radio hobbyists in the United States, Canada and Cuba in an international "Field Day."

The "hams," members of Verona — Aruba, set up their voice and code transmitters and receivers at the Pova Beach Club and on a site adjoining the Palm Beach Club the afternoon of June 19.

For 24 hours they kept the sets in operation, striving to "contact" as many American Radio Relay League members as possible. Despite poor weather conditions and busy air waves, the operators in Aruba raised "hams" from the Middle Atlantic States to the Middle West.

The Netherlands Antilles government approved the club's participation in the event. Local industry and businessmen lent electricity generators and other equipment. Two volunteers — L. A. Pomeroy and Dr. W. G. R. N. De Boer — cooked for the 20 men who operated the equipment in shifts.

LVS Boy's Prize Chick Is Thriving

Fifteen-year-old Ernesto de Kort, a second-year student in the Lago Vocational School, wrote an essay in a school-sponsored "Why I Want A Chicken" contest last year and won. In a note to the Aruba Esso News recently, he gave a progress report on his prize.

He wrote, "You remember that I won the Shanghai chicken, but I did not really receive the chicken that was born in the refinery. I got another one for the first died one day before I was to receive it. I took the chicken home the next Saturday. I built a home for it. It was a small cock.

"A week passed and everything went okay, but about the third week he was very sick. I thought he would die, but my mother and I worked very hard with him. He could not even stand on his legs.

"We continued like that for about four days, then about the fifth day he stood up and walked around and quickly improved. Now he is a big white cock about 1½ feet high."

Radio-Amateur A Celebra "Field Day" Na POVA Beach Club

Un grupo di radio-amateur na Aruba a hiba nan aparatonan pafor luna pasá pa participa hunto cu aficionadonan di radio den Estados Unidos, Canada y Cuba den un "Field Day" internacional.

E aficionadonan di Aruba — miembros di Verona — a instala nan aparatonan na Pova Beach Club y na un sitio canto di Palm Beach Club Juni 19 tramerdia.

Binti-cuatro ora largo nan a tene e setnan na trabao tratando pa tuma contacto cu mas tanto posible miembros di American Radio Relay League. No obstante mal condicionnan di tempo y frecuecianan cargá, e amateur na Aruba a contacta aficionadonan den varios estados di America.

Gobierno di Antillas Holandes a aproba participacion di e club den e evento. Industria local y comerciantenan a presta generadornan di electricidad y otro herment. Dos voluntario — L. A. Pomeroy y Dr. W. G. R. N. De Boer, a cushina pa e binti hombernan cu tabata opera e aparatonan segun warda.

Lago Supervisors Feted At Second Annual Party

Addresses, Dinner, Boxing, Dancer
Featured On Program At Golf Club

It was stag night at the Aruba Golf Club last Saturday when Lago played host to some 600 supervisors and other guests at the second annual Supervisors' Party.

On the program were addresses by President J. J. Horigan and General Superintendent F. S. Griffin, refreshments, dinner, three boxing matches and "Elva-Ballerina Exotica."

The top event of the evening was Mr. Horigan's welcoming address in which he said that though Lago's basic production had shrunk, "we can continue operating at or near capacity" by keeping costs low and securing competitive business.

A buffet dinner, catered by Colony Service, was next on the program and was followed by the first of three boxing matches. In a four-round go Ruben "Curly" Kayo and Aruba Chocolate battled to a draw. The second contest, also for four rounds, pitted Kid Godoy against Jim Slater. Godoy, a hard-hitting right-hander, took a unanimous decision.

In the feature eight-round event a veteran Aruba battler, Colorado Kid, took on Kid Zorro of Curaçao. Despite a 12-pound weight disadvantage, Zorro proved a strong opponent as his speed and counter-punching ability piled up points in the early rounds.

Zorro brought his superior ring knowledge to bear during the latter half of the fight and was awarded a unanimous decision.

"Elva," backed up by the Orchestra Ritmica, danced a mambo and rumba and was called back for an encore.

Mr. Griffin wound up the party with the assurance that the Lago "team," with competent leadership, can successfully meet any challenge.

Sport Park Offered For ABBA Games

The Lago Sport Park Board has made the Sport Park baseball diamond available for games being conducted by the Amateur Baseball Bond Aruba. The games, scheduled in the midst of Sport Park leagues, will be played Tuesday nights starting at 7 o'clock. The 10 o'clock curfew will be observed for the ABBA games.

Schedule of Paydays

Semi-Monthly Payroll	
June 16 - 30	Thursday, July 8
Monthly Payroll	
June 1 - 30	Friday, July 9

Correction

Lionel E. Dean, who will retire Aug. 1, was first employed by Lago in the Garage and not in Light Oils Finishing as the Aruba Esso News stated in its issue of June 19.

Camel, Red Sox Take Softball Titles



CARL LEJUEZ, Red Sox captain, accepts the trophy emblematic of B division championship in the Sport Park softball competition from W. C. Hochstuhl, Jr. of the Public Relations Department. Watching (left) is Mateo Reyes, chairman of the Sport Park Board's Softball Steering Committee.

CARL LEJUEZ, captain di Red Sox, ta acepta e trofeo como emblema di campeonato di division B den e competicion di softball di Lago Sport Park for di W. C. Hochstuhl, Jr. di Departamento di Relaciones Publicas. Observando (robez) ta Mateo Reyes, presidente di Softball Steering Committee di Lago Sport Park.

Camel and the Red Sox are the league champions of the A and B divisions of the Lago Sport Park softball competition completed June 15.

Camel defeated the Dodgers in the A division finals and the Red Sox came from behind in a thrilling seven-inning affair to win the B division crown at the expense of the St. Louis Boys.

The St. Louis Boys started off as if nothing would keep them from the B title. The Red Sox refused to be discouraged by the early-inning deficit and put together four runs in the last two innings to win four to three.

Following the game, presentations were made to the outstanding teams and athletes of the two leagues. Introduced by Mateo Reyes, chairman of the Sport Park Board's Softball Steering Committee, W. C. Hochstuhl, Jr., of the Public Relations Department, made the awards.

Trophies and gold medals went to Ramon Hodge, Camel captain; Carl Lejuez, Red Sox captain; J. Diddler, Dodger captain; J. Daniel, St. Louis Boys captain; James Bryson, pitcher winning most games in A competition; N. Larmonie, pitcher winning most games in B competition; and S. Reed of Camel, A division batting champion.



COLORADO KID of Aruba (left), outfought by Kid Zorro of Curaçao, slugs it out during the feature bout at the second annual Supervisors' Party. Zorro won an eight-round decision.

COLORADO KID di Aruba (banda robez), cu ta bringa menos bon cu Kid Zorro di Curaçao, ta duna sla pa sla durante e main bout na e segundo Fiesta Anual pa Supervisornan. E pelea di ocho esalto a worde ganá pa punto door di Zorro.

Abraham Scores Cricket Record

The Magic Bats cricket team, 1953-54 champions of the Lago Sport Park Intermediate League, showed one day last month that their was magic in the bat of at least one of its players.

Kenneth Abrahams, one of Aruba's well-known, all-round athletes, went to bat in a league match after the Courageous Cricket Club had put up 123 runs. In 92 minutes Abrahams scored a new Sport Park record of 15 sixes, 17 fours, one five and 20 scattered runs for a total of 183 not out.

The Bats finished with 223 for the loss of two wickets and won the match.

600-Pounder Hooked at Boca Mahos

Nine Haul Shark Ashore With Truck



THREE MEMBERS of the nine-"man" shark team shown with their erstwhile playmate. From left: Al Leak, Jack Horigan, John Borbonus, shark.

Three boys, three girls, three Department of Sanitation employees and a dump truck combined talents one day last month to depopulate the Caribbean by one shark.

The boys and girls — all from Lago Colony — were Al Leak, John Borbonus, Jack Horigan, his sister, Elizabeth, Carla Massey and Polly Mingus.

Intrigued by the tales of sharks being attracted to Boca Mahos by the dumping of garbage, they went fishing in the North Shore bay. Stringing a line across the mouth of the inlet, they dangled a piece of beef on a hook on a chain suspended by the line.

Suddenly a shark took the bait, ran, fought and finally got away leaving Horigan with line burns on his hands.

With the hook rebaited, the sextet watched as other sharks appeared a few minutes before the sanitation truck was scheduled to arrive. One shark noticed the bait, circled it warily for about 10 minutes and then struck.

The anglers were attempting to fight the fish into shore when the three men drove up with their truckload of refuse. They joined the fray and helped beach the thrashing shark on a ledge. Then, hooking the line to the rear of their truck, they pulled the fish up the cliffs which ring the bay.

Checked for vital statistics later, the shark was found to weigh between 600 and 700 pounds and to measure eight feet in length. It was of the type known locally as a "brown shark."



A FEW MINUTES after this picture was taken, these 20 Lago High School seniors, dressed in the traditional cap and gown, received their diplomas June 25. The 20 students made up the school's 20th graduating class.

POCO MINUUT despues cu e retrato aki tabata saca, e 20 graduante-nan aki di Lago High School, bisti tradicionalmente, a recibi nan diploma. E 20 estudiante a forma di 20 klas cu ta gradua na e school a.

Son of Ex-Lago Employee Instructs Here This Summer



VENTRILOQUIST Glen Cargyle with one of the life-like dummies he makes himself shown entertaining an audience of youngsters in California.

The son of a former Lago employee who left Aruba in 1940 came back last month as an instructor in the Lago Community Council's Summer Recreation Program.

He is Glen Cargyle, 27-year-old son of Mr. and Mrs. Edward Cargyle. The family came to Aruba when Mr. Cargyle was employed in Colony Service and Glen was three years old. Like any other colony youngster, he eventually enrolled in the Lago Elementary School.

Glen was in the sixth grade when he first learned about ventriloquism. The idea of projecting his voice into his dog, or having a pie beg his mother "please don't cut me," fascinated the boy.

So he wrote for books on the subject. While other youngsters were at the beach or playing baseball, Glen was home studying and practicing. Eventually his dog talked, the pies pleaded and Glen took part in shows at the Esso Club, at school and at parties.

In 1940 the Cargyles left Aruba for Independence, Mo., and settled down in their home three blocks from the homestead of ex-President Harry S. Truman. Glen worked and perfected his voice-throwing technique and started creating dummies because those he bought did not suit him.

By the time he started in college he was so adept he found he could earn expenses as a ventriloquist. He

studied at Graceland Junior College, Lamont, Ia., the University of Iowa, the University of California and is now working on a master's degree in education at Los Angeles State College.

Glen's efforts to produce life-like dummies for himself and for a growing customer list which today extends around the world led him into a study of ceramics, leathercraft, clay modeling, painting, marionettes, puppets and a host of other subjects.

In addition to his studies, Glen is practice-teaching each day in a Los Angeles school, staging puppet and marionette shows and appearing as a ventriloquist. Recently he turned out eight dummies which resembled Danny Kaye for the comedian to use in a new Paramount picture, "Knock on Wood."

Glen arrived in Aruba June 27 with his assistant, Tomas Muro, who is also studying for a masters degree in teaching. Within the summer program which is expected to attract some 500 colony youngsters, they will teach sculpting, painting, puppet and marionette making, ceramics, costume making and other creative arts.

In addition Mr. Muro, a professional dancer, will give instruction in the dances typical of various countries of the world. They also plan stage shows which will be presented throughout the island.

To the Suggestor

Thirty-Three Ideas Coined For Total of Fls. 1585

Thirty-three employees had their ideas accepted in April and shared in awards totaling Fls. 1585. Once again, these employees saw where they could help improve a particular situation and sent their ideas to the CYI committee. Their ideas accepted they found themselves from Fls. 20 to Fls. 250 richer.

The top award went to A. A. G. Slater of the Mechanical Department-Administration whose suggestion that a Crosby reseating machine be purchased was worth Fls. 250. The second highest award was won by M. Arends of Light Oils Finishing. He received Fls. 175 for suggesting the installation of four-inch block-valves in a rundown line. Also in the top money bracket was W. H. Maduro who received Fls. 150 for suggesting the ordering of stakes for use in the field by the field engineers.

Other awards are:

Accounting Department	
T. J. McAuliffe	Fls. 50
C. S. - Esso & Lago Clubs - Submit daily reports semi-weekly.	
T. J. McAuliffe	Fls. 20
Industrial Relations Dept.	
F. Navas	Fls. 50
I. R. - Voc. Schools - Have students punch time cards in class sequence.	
A. Croes	Fls. 35
R. D. Orosco	Fls. 25
Marine Department	
G. C. Ramsey	Fls. 20
Medical Department	
A. Milton	Fls. 20
Mechanical Department Administration	
A. A. G. Slater	Fls. 250
Purchase Crosby reseating machine.	
D. B. Richardson	Fls. 75
Mech. Adm. - Discontinue submitting 2 copies of Safety talk slips.	
T. P. Viapres	Fls. 20
Electrical	
R. MacMillan	Fls. 30
Garage	
C. A. Thompson	Fls. 25
Machinist	
E. Maduro	Fls. 50
Mech. - Rock crusher - install 24" extension to foundation.	
V. Briezen	Fls. 25
J. Berkel	Fls. 25
Welding	
C. Yarzagaray	Fls. 25
L. B. de Cuba	Fls. 25
Yard	
N. C. Werleman	Fls. 25
Process Department Cat. & L.E.	
J. E. Francis	Fls. 40
H. L. H. Engelen	Fls. 30
T. McDavid	Fls. 30
J. E. Francis	Fls. 25
J. P. Falconi	Fls. 25
J. P. Falconi	Fls. 25
Cracking	
L. Bettencourt	Fls. 75
P. - Cracking - Burners - Weld ridge on air cylinder & install saddle.	
J. D. Jamieson	Fls. 60
P. - Cracking - No. 11 G.O. control house - remove storm curtain & replace with glass brick.	
J. D. Jamieson	Fls. 30
A. Evertsz	Fls. 25
J. L. Bacchus	Fls. 25
L.O.F.	
M. Arends	Fls. 175
P. - L.O.F. - Install 4" blockvalve in 4" rundown line to tanks 8,7 & 17.	
TSD - Engineering	
W. H. Maduro	Fls. 150
TSD - Field Engineers - Also order 2x2x3" stakes for use in field.	
M. G. Murray	Fls. 50
TSD - Drafting - Order "levelall" water level instrument(s).	
Utilities	
H. Burne	Fls. 30
V. M. Thom	Fls. 25

SERVICE AWARDS

20-Year Buttons

Edward Byington, Jr. Ind. Rel. Dept.	
Joseph Krozendijk Shipyard	
Lazaro Geerman Launches	
Benancio Maduro Rec. & Ship. - Wharves	
Francisco Dijkhoff Yard	
Pedro J. Ridderstaat Garage	
Denius E. Kruythoff Instrument	
Lodewico Bislip Machinist	
Emil M. Sambre Carpenter	

10-Year Buttons

Augustin Maduro Pipe	
James W. Brooks Mason & Insulators	
Maximo Maduro Butler	
Hamilton Blalze Garage	
Louis F. Illidge Col. Maint.	
James E. Arrindell Tin	
George F. Quashie Mech. - Adm.	
Bertrando Geerman TSD - Eng.	
Francisco Arrindell TSD - Lab.	
Lennie McD. Simon TSD - Lab.	
Jean A. Richardson TSD - Lab.	

NEW ARRIVALS

June 11	
Cox, Herbert L. - Storehouse: A daughter, Pearl Elizabeth.	
June 12	
CROES, Gerrit - Storehouse: A son, Eric Everhart.	
June 13	
RICHARDSON, Arthur L. - TSD Lab 2: A daughter, Yvonne Estelle.	
GERMAN, Raymond - Mech. Pipe: A son, Edmond Anthony.	
GROENVELDT, Guillaume A. - Mech. Pipe: A daughter, Mirie Louisa.	
GERMAN, Calisto - Mech. Yard: A daughter, Maria Crescencia.	
KOCK, Bernardo - Rec. & Ship: A son, Mirto de Padu.	
SOLOGNIER, Everardo - Shipyard: A son, Arnold Franklin.	
LAWRENCE, Emmanuel G. - Storehouse: A son, Kenneth Raymond.	
CROES, Francisco - Mech. Mason: A son, Rofino.	
June 15	
PLYLE, Walter A. - Metal Trades: A son, Walter Wendell.	
MARQUEZ, Dominico - TSD: A son, Daniel Jacinto.	
CHRISTIAANS, Dominico R. - TSD: A son, Vito Dominico.	
LANDAU, Julius - Cracking: A daughter, Julie Ann.	
EAGAN, William F. - C&LE: A son, Edward Francis.	
June 16	
MINGO, German M. - Rec. & Ship: A daughter, Lydia Selina.	
KOCK, Leon - TSD Lab 1: A daughter, Alba Marina.	
MC INTOSH, Cuthbert - Storehouse: A daughter, Cynthia Margaret.	
ROCK, Francis O. - Mech. Col. Maint.: A daughter, Hilda Maria Rosaria.	
WILSON, James E. H. - Lake Fleet: A daughter, Joan.	
June 17	
TROMP, Alfredo - Mech. Paint: A son, Alfredo.	
SOLOGNIER, Raymond - Shipyard: A daughter, Glenda Maria Ludivine.	
June 18	
CASUELA, Henrique S. - Mech. Boiler: A son, Calvin Isaac.	
CROES, Francisco - Mech. Machine: A daughter, Ludwina Pelomona.	
June 19	
YANGA, Camilo M. - Lake Fleet: A daughter, Juliana Rosalinda.	
VAN VERSEVELD, Julius - Cracking: A son, Lorenzo Fernando.	
TONG, Renie A. - Utilities: A son, Eric Rene.	
June 20	
RAS, Daniel y Shipyard: A son, Martinus.	
WILLIAMS, Louis B. - L.O.F.: A son, Silvio Eugenio.	
BAPTISTE, Baldwin - Mech. Col. Maint.: A son, David Fitzgerald.	
PAMPLIN, Albert M. - Marine Office: A daughter, Sandra Ann.	
HAMILT, Joseph B. - Mech. Col. Maint.: A son, Errol Joseph.	
June 21	
WESTER, Jan D. - Metal Trades: A son, Louis Eusebio.	
PATEKNO, Santo S. - TSD Eng.: A son, Stephen.	
KELLY, Thomas F. - Cracking: A daughter, Florentina Maria.	
YARZAGARAY, Alexander - Mech. Garage: A daughter, Melga Eiteltrudis.	
June 22	
PAMBERTON, Julian P. - W S Comm.: Margaret Elizabeth.	
June 23	
SOLOGNIER, Federico F. - Col. Comm.: A son.	
LUIHENS, Dominico - Cracking: A daughter.	
HAEZEL, Maurice W. - Mech. Yard: A daughter, Veronica Elfrieda.	
June 24	
HIAZ, Edgar A. - Metal Trades: A son, Rudi K. Jaenhu.	
Shipyard: A daughter.	
Paul Trimon TSD - Lab.	
Louis F. Cruden Commissary	
Jose I. Calatayud Col. Serv. Operations	
William A. Woods Lago Police Dept.	
Clement P. Celais Training	
Brown McIntosh Utilities	
Calvin Bristol Shipyard	